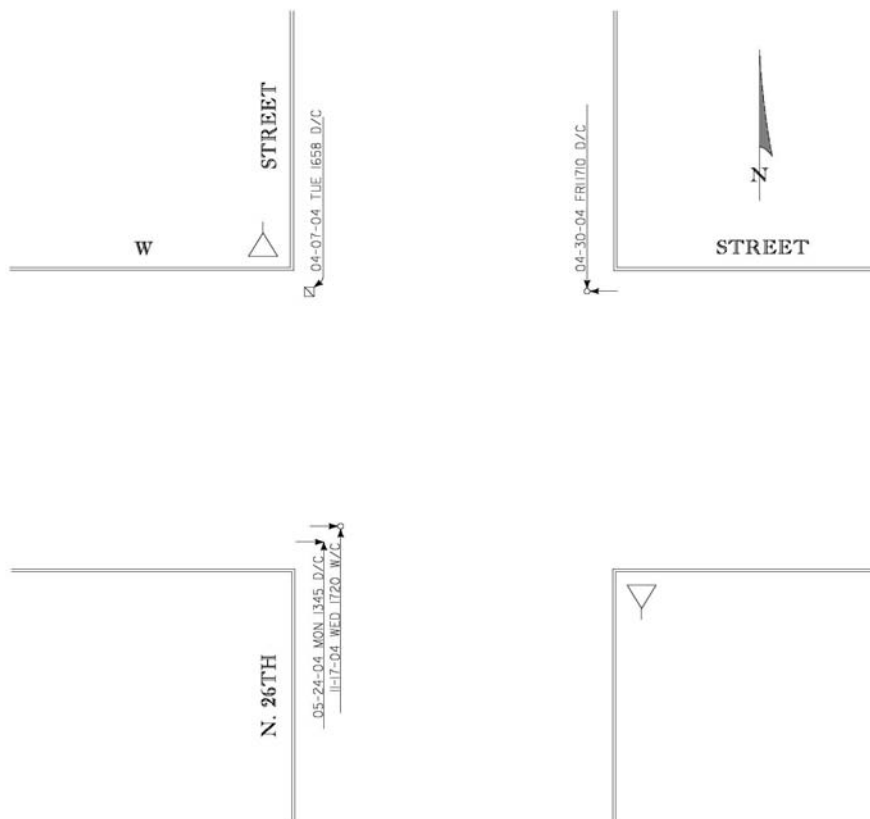


# 5.18 26th Street and W Street

## BEFORE

ADT: 2,000 veh/day  
Traffic Control: NB/SB Yield Sign

Time Period: 2004  
Crash Pattern: NB & SB Right Angles



Total Crashes in Before Period: 4



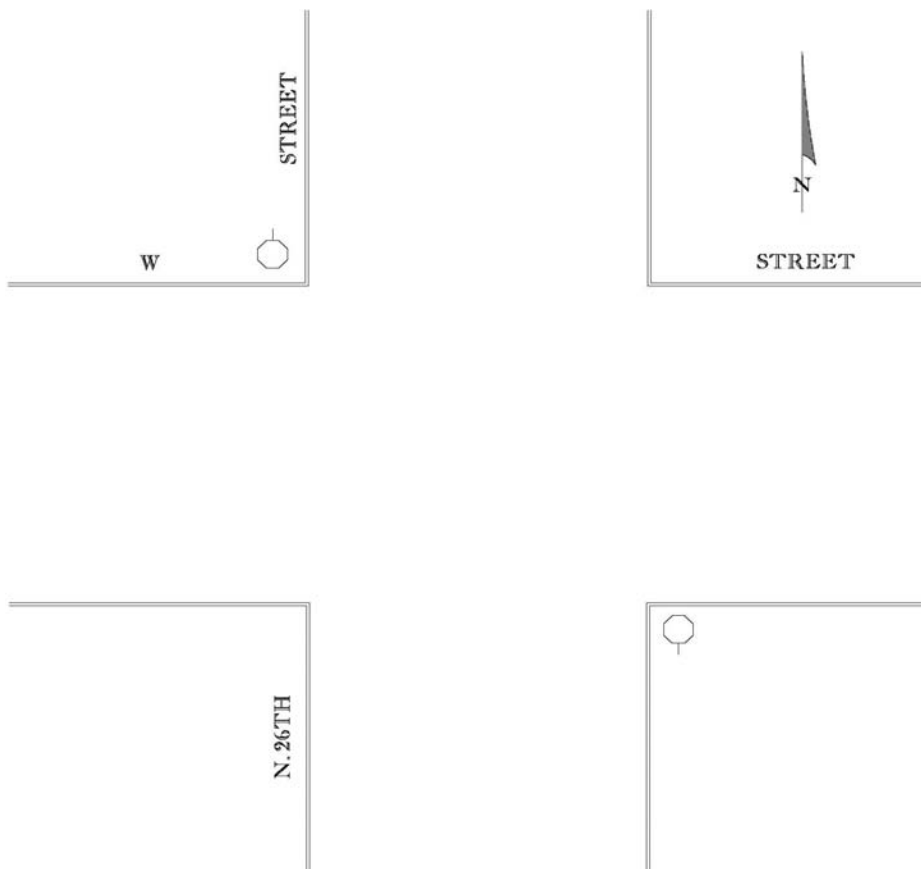
26th Street and W Street - Northbound Approach - Looking East (Before)

### 5.18 26th Street and W Street

### AFTER

**Countermeasures:** Installed Stop Control  
**Improvement Completion Date:** January, 2005

**Time Period:** 2005  
**Speed Limits:** NS Local- 25 mph  
EW Local- 25 mph



Total Crashes in After Period: 0



26th Street and W Street - Northbound Approach (After)

## 5.18 26th Street and W Street

## COMPARISON

Countermeasures:

Installed Stop Control

Improvement Completion Date:

January, 2005

	Before	After	Change
Analysis Period	2004	2005	-
<b>Primary Crash Benefit</b>			
Total Number of Correctable Crashes	3	0	-100%
All Other Intersection Crashes	1	0	-100%
<b>Intersection Crash Experience</b>			
Injury + Fatal Crashes	2	0	-100%
Property Damage-Only Crashes	2	0	-100%
Non-Reportable Crashes	0	0	0%
<i>Total Number of Intersection Crashes</i>	<i>4</i>	<i>0</i>	<i>-100%</i>
<b>Total Intersection Benefit</b>			
Crash Rate	5.48		-100%
EPDO Rate	30.71		-100%
EPDO Number*	22.42		-22.42

Cost of Property Damage Crash: \$ 7,400  
 Total Benefit (12 months): \$ 165,908  
 Equivalent Uniform Annual Benefit (EUAB): \$ 172,915

**Total Cost of Improvements:**

Equivalent Uniform Annual Cost (EUAC): \$ 20  
 Initial Cost: \$ 100

**Benefit-Cost Ratio:**  $\frac{\$ 172,915}{\$ 20} = 8645.8$

**Net Benefit (Present Worth):** \$ 172,915 - \$20 = \$172,895

*\*Change NOT Stastically Significant at 95% Confidence Interval*

